

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY East Germany

REPORT

SUBJECT Merseburg Airfield;

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report

which gives information under the following headings: (1) Location and Measurements, (2) Airfield Installations, (3) Branch Rail Track, (4) Neighboring Roads, (5) Stop Signs, (6) Bloesien Radar Site, (7) Flak Kaserne, (8) Telephone Lines, (9) Flying Activity, and (10) POL Deliveries. The following attachments are also included:

Attachment A: A map showing installations.

Attachments B, C, D, & E: Maps showing parts of telephone lines.

Attachments F, G & H: Sketches showing formation flights.

Attachment I: Sketches of tank trucks and trailer.

Attachment J: Sketches of a yellow shield.

Comment: Attachments I and J are referred to as Appendices R and T in the report.

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EAST GERMANY/U.S.S.R.

AIR/MILITARY

MERSEBURG Airfield

(4 Sept - 20 Oct 1958)

LOCATION AND MEASUREMENTS

1. The airfield area begins about 1 km. west of MERSEBURG city boundary and runs in an east-west direction.
2. The runway, which is about 2 - 3 km. long and some 60 - 80 metres wide, runs parallel with and some 700 - 800 metres south of the road from MERSEBURG to MILZAU.
3. The taxi track, some 20 metres wide, is about 360 metres from the runway. There are 5 tracks connecting runway with taxi track.
4. The runway has an extension, cleared but not yet cemented, to its western end. The extension is of the same breadth as the runway but its length is not known.

AIRFIELD INSTALLATIONS

5. Hangars are situated beyond the southern end of the three most easterly tracks connecting runway and taxi track. The size of the hangars is not known.
6. On 10 October 58 12 planes were observed on the dispersal area. Three were uncovered MIGs and were standing with nose pointing west, while the remaining nine were covered with tarpaulins and were standing with nose pointing east. Although the covered planes appeared to be standing on the same dispersal area they were roughly only half the height of the uncovered MIGs.
7. Some 200 - 250 metres west of the most westerly hangar is a surface fuel dump consisting of 9 large and 7 small fuel tanks. Two of the large tanks are mounted on cement bases. The total volume of fuel is estimated at 250,000 litres. It is not known whether there is an underground fuel dump.
8. Some 150 metres west of the fuel dump are 3 concrete bunkers dating from the last war.
9. To the east of the most easterly of the tracks connecting runway and taxi track an A.A battery has been set up. The number or size of guns is not known.
10. Some 80 - 100 metres south east of the A.A battery stands a roofed shed with open sides in which some 12 trucks were garaged.
11. Some 500 metres to the east of the eastern end of the runway there is a signal station to which run a number of wire cables.

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12. At the western end of the runway there are two wooden buildings which look like building sheds.

13. Some 200 metres north of the runway and behind the board fence which cuts off the airfield from the road stand two radar arrays. The distance between the two arrays is approx. 200 - 250 metres.

14. Some 400 metres east of the more easterly of the two radar arrays stand two watch towers which have been erected since late September 1958.

15. Between the watchtowers, and some 100 metres to the south, are two W/T trucks with box bodies and high rod antennae.

16. Some 1000 - 1250 metres west of the runway are two pairs of two red lamps. The two lamps in each pair stand close together and the distance between the pairs is roughly 350 metres. Both lamps in a pair are not always lit simultaneously. When the power was cut one lamp in each pair was extinguished, followed by the other lamp in each pair.

BRANCH RAIL TRACK

17. A branch rail track running to the airfield crossed the MERSEBURG - MILZAU road some 1400 metres west of the MERSEBURG - HALLE road. It is not known where the branch track joins up with the MERSEBURG - BAD LAUCHSTADT line.

NEIGHBOURING ROADS

18. The old road from MERSEBURG to KNAPENDORF is closed and a new road has been opened in its place. This new road branches off from the HALLE - MERSEBURG road, in a westerly direction, some 220 metres south of the railway crossing on the MERSEBURG - KNAPENDORF line. Some 300 metres east of KNAPENDORF the new road joins the old one.

STOP SIGNS

19. Stop signs reading "closed to foreign military missions" have been erected on the MERSEBURG - MILZAU road.

BLOSSEN RADAR SITE

20. The radar station is located on an eminence 500 metres west of BLOSSEN and consists of a double reflector. The equipment is in use virtually throughout the day. The speed of rotation is one revolution per 0.162 minute.

21. When started up the equipment takes some time to pick up enough speed to reach its normal rotation of one revolution per 0.162 minute. Similarly, when switched off it takes some time to cease revolving.

22. Some 20 metres west of the radar station there stands a small wooden hut.

FLAK KASERNE

23. The FLAK Kaserne, MERSEBURG, is located some 1500 metres south of the eastern end of the runway.

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TELEPHONE LINES

24. At the junction of the roads to BAD LAUCHSTADT, KRAKAU and BURGSTADEN there stands a telephone distributor pole (Verteilermast) from which telephone lines branch off in different directions.

25. The first telephone line leads via BURGSTADEN to MERSEBURG airfield and consists of 14 wires running over two cross traverses. The telephone poles are numbered from the airfield in the direction of the distributor pole.

26. The second telephone line leads off towards the north from the distributor pole and takes the following route: to the east of SCHOTTEREY, to the west of TEUTSCHENTHAL, to the south of EISDORF, to the west of ZSCHERBEN, to the west and north of NIETLEBEN, to the east of DOLAU, to the south of LETTIN, to a telephone distributor pole situated south west of SENNEWITZ. The telephone poles are numbered from the north going towards the distributor pole at the BAD LAUCHSTADT - KRAKAU - BURGSTADEN road junction.

27. Yellow shields are attached to the poles bearing pole numbers and also what may be the line number. The second telephone line appears to be line No. 55 since this number appears on most of the shields. Numbers 52, 56, 58 have also been noted. Numbers on shields on a series of successive poles in this line are: 55, 52, 58, 55, 55, 56, 55.

28. No branch telephone line was visible leading to HEIDE. The line consists of 10 wires when it leaves the distributor pole at the BAD LAUCHSTADT - KRAKAU - BURGSTADEN road junction and it still has 10 wires on arrival at the distributor pole south west of SENNEWITZ.

29. The third line from the distributor post at the BAD LAUCHSTADT - KRAKAU - BURGSTADEN road junction runs in a westerly direction by SCHAFFSTADT - QUERFURT, north of ZIEGELRODA to GALGENBERG north of BOTTENDORF. This line appears to end in GALGENBERG as no continuation of it beyond this point was found.

30. This third line consists of 8 wires which are fixed directly to the pole (without traverses). The number 52 appears on shields on a number of the poles and is taken to indicate the line number. The pole numbers are not known.

31. The fourth line from the road junction distributor pole leads in a south westerly direction, reaches MUNCHELN and carries on beyond. The line consists of 16 wires, four of which are fixed directly to the pole. The remaining 12 run over a cross traverse.

32. From the distributor pole situated south-west of SENNEWITZ telephone lines run northwest and north east. The first, after running in a north westerly direction, passes to the west of MORL. It consists of 12 wires of which 4 are fixed directly to the pole and 8 are carried on a cross traverse.

33. The second line runs in a north easterly direction and goes on to the west of SENNEWITZ. It consists of 16 wires running on two cross traverses.

FLYING ACTIVITY

MERSEBURG Airfield

34. Single MIG 15s or 17s were flying.

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35. 25X1

- (a) 1414 hours. 4 x MIG 15s or 17s took off in westerly direction. Slight east wind. Planes took off in pairs, one plane behind the other. Distance between planes in each pair approx. 4 plane lengths, in each case the second plane being approx. half of one plane's length higher than the first. The second pair remained some 50 plane lengths behind the first pair.
- (b) 1433 hours. 4 x MIG 15s or 17s took off. On this occasion the planes in each pair remained side by side at the same height.
- (c) 1438 hours. 1 x MIG 15 or 17 took off.
- (d) 1518 hours. 4 x MIG 15s or 17s landed.
- (e) 1523 hours. 4 x MIG 15s or 17s landed.

36.

 0800 hours. One single-engined propellor plane landed.

37.

 0700 - 1600 hours No flying activity

25X1

38.

 0800 - 1600 hours No flying activity.

39.

- (a) 0810-0820 hrs. Sound of jet engines heard.
- (b) 0912 hours. 2 x MIGs took off side by side.
- (c) 0919 hours. 1 x MIG took off.
- (d) 1003 hours. 2 x MIGs took off side by side.
- (e) 1114 hours. 1 x MIG took off
- (f) 1120 hours. 1 x MIG took off.
- (g) 1128 hours. 4 x MIGs took off in pairs side by side.
- (h) 1132 hours. 1 x MIG took off.
- (i) 1148 hours. 1 x MIG took off.
- (j) 1149 hours. 2 x MIGs with reserve fuel tanks took off.
- (k) 1300 - 1600 hrs. No flying activity.

40.

 0900 hours. 1 x MIG took off.

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41.

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- (a) 0934 hours 2 x MIGs took off with approx. 20 plane lengths between.
- (b) 0935 hours 3 x MIGs took off, the second approx 20 plane lengths after the first, the third approx 50 plane lengths after the second.
- (c) 1011 hours 1 x MIG landed
- (d) 1021 hours 2 x MIGs took off side by side.
- (e) 1035 hours 1 x MIG took off.
- (f) 1055 hours 4 x MIGs took off, in pairs, with 50 plane lengths between pairs.
- (g) 1102 hours 8 x MIGs took off, in pairs, with 50 plane lengths between pairs.
- (h) 1323 hours 1 x MIG 17 landed, with no reserve fuel tanks.
- (i) 1400 - 1600 hours. No flying activity.

42.

0800 - 1300 hours No flying activity.

43.

No flying activity.

44.

Plane engines were heard but bad visibility prevented the noting of details. Plane engines were heard at the following times: 0815 hours, 1000, 1029, 1038, 1050, 1055, 1118, 1123, 1133, 1138, 1141, 1223, 1228, 1234, 1241 hours.

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45.

No flying activity.

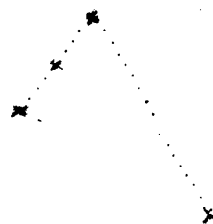
46.

Observations not made.

47.

Time not noted

4 x 2-engined jet planes flew over HALLE in a west-north-west direction, at about 2500 metres, in the following formation:

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48. 25X1

- (a) 1055 hours 1 single-engined high winged monoplane landed
- (b) 1112 hours
1114 }
1545 } At each time given 1 x 2-engined transport plane,
1547 } olive green in colour, took off.
1550 }

49. 25X1

- (a) 1005 hours 1 single-engined high winged monoplane took off.
- (b) 1109 hours 2 x MIGs took off
- (c) 1128 hours 2 x MIGs took off.
- (d) 1140 hours. 1 x IL 12 or 14 circled the airfield
- (e) 1201 hours 1 x MIG landed.
- (f) 1219 hours 1 x IL 12 or 14 landed.
- (g) 1225 hours 1 x MIG took off.
- (h) 1249 hours 1 x MIG landed.
- (i) 1307 hours 1 x MIG landed
- (j) 1334 hours 2 x MIG 17 took off.
- (k) 1412 hours 1 x high winged monoplane, coming from the north, landed.
- (l) 1415 hours 1 x high winged monoplane took off, heading north.
- (m) 1427 hours 1 x MIG 19 landed, without reserve fuel tanks.
- (n) 1428 hours 1 x MIG 19 landed, without reserve fuel tanks.

50. 25X1

- (a) 1435 hours 10 x IL 28s flew over ROPZIG, at some 2,000 metres, from a SW in a NE direction. Nine of the planes curved off to the east while the tenth and most westerly plane made a close turn to the west.
- (b) 1445 hours 10 x IL 28s flew from the east, turned over ROPZIG and flew off to the south west. The planes were in line astern in two groups of five.

51. 25X1

- (a) 0937 hours 4 x MIG 17s took off.
- (b) 1040 hours 2 x MIG 17s took off.
- (c) 1103 hours 4 x MIG 17s took off.
- (d) 1107 hours 4 x MIG 17s took off
- (e) 1203 hours 2 x MIG 17s took off.

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- (f) 1205 hours 4 x MIG 17s took off.
- (g) 1215 hours 3 x MIG 17s took off.
- (h) 1310 hours 4 x MIG 17s landed.
- (i) 1625 hours 6 x MIG 17s took off.
- (j) 1630 hours 7 x MIG 17s took off in a westerly direction.

POL DELIVERIES

52. [] 1700 hours.

25X1

The following column of petrol bowzers was seen in MERSEBURG moving in the direction of the airfield:

- (a) 8 x 3-axled petrol bowzers each with 1 x 2-axled truck. Apart from the coupling between bowser and trailer a fuel tube also ran from bowser to trailer. At the front of the trailer a connecting pipe ran from the trailer cistern to the fuel tube.
- (b) 2 x 2-axled petrol bowzers without trailers.
- (c) 5 x 3-axled petrol bowzers without trailers. The bowzers had at the rear double doors of metal.

53. Shortly after 1700 hours on 10.10.58 some of these bowzers were seen at the surface fuel dump on MERSEBURG Airfield.

[] Comment: Attached are Appendices A, B, C, D, E, F, G, H, I, R and T together with keys. In the keys each numbered item is identified and cross-referenced to the appropriate para of the report.

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APPENDIX "A"

(Overlay on GERMANY 1:25000,)

25X1

KEY

1. Runway (see para. 2).
 2. Taxi track and tracks connecting it with runway (see para. 3).
 3. Hangars (see para. 5).
 4. Dispersal area (see para. 6).
 5. Roofed shed for trucks (see para. 10.)
 6. Three concrete bunkers (see para. 8).
 7. Surface fuel dump (see para. 7).
 8. A-A Battery (see para. 9).
 9. Signal station (see para. 11).
 10. Two wooden buildings (see para. 12).
 11. Two radar arrays (see para. 13).
 12. Two watchtowers (see para. 14).
 13. Two W/T trucks (see para. 15).
 14. Branch rail track (see para. 17).
 15. New road (see para. 18).
 16. Branch-off of the old road (now closed) (see para. 18).
 17. Stop signs (see para. 19).
 18. "BLOSIEN radar station (see paras. 20-21).
 19. Board fence (see para. 13).
 20. Cleared extension to runway (see para. 4).
 21. FLAK Kaserne (see para. 23).
 - 22 (twice): Two pairs of red lamps (see para. 16).
- A. Telephone distributor pole at BAD LAUCHSTADT-KRAKAU-BURGSTADEN road junction. (See paras. 24-31).
- (1) Telephone line to airfield (see para. 25).
 - (2) Telephone line running north (see paras. 26-28).
 - (3) Telephone line to GALGENBERG (see paras. 29-30).
 - (4) Telephone line running in "MUNCHELN direction (see para. 31).

APPENDIX "B"

(Overlay on GERMANY 1:25000,)

25X1

- (2) Shows part of the second telephone line which, leaving the distributor pole at the BAD LAUCHSTADT-KRAKAU-BURGSTADEN road junction, proceeds by SCHOTTEREY, TEUTSCHENTHAL, EISDORF, ZSCHERBEN, NIETLEBEN, DÖLAU, LETTIN to the distributor pole near SENNEWITZ (see paras. 26-28).

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APPENDIX "C"

(Overlay on GERMANY 1:25000,)

25X1

- (2) Shows part of the second telephone line (as in Appendix "B") passing to the south of EISDORF (see paras. 26-28).

APPENDIX "D"

(Overlay on GERMANY 1:25000,)

25X1

- (2) Showing part of the second telephone line (as in Appendices "B" and "C") where it leads to the distributor pole south-west of SENNEWITZ (see paras. 26-28).
- B. The distributor pole south-west of SENNEWITZ (see paras. 26-28, 32, 33).
- (5) The telephone line which, starting from the distributor pole south-west of SENNEWITZ, runs north-west and passes to the west of MORL (see para. 32).
- (6) The telephone line which, starting from the distributor pole south-west of SENNEWITZ, runs north-east and passes to the west of SENNEWITZ (see para. 33).

APPENDIX "E"

(Overlay on GERMANY 1:25000,)

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- (3) Shows part of the telephone line which, starting from the distributor pole at the BAD LAUCHSTADT-KRAKAU-BURGSTADEN road junction, runs by SCHAFSTADT-QUERFURT, north of ZIEGELRODA, to GALGENBERG (see para. 29).

APPENDIX "F"

- a. Sketch showing formation flying described in para. 35(a).
- b. Sketch showing formation flying described in para. 35(b).

APPENDIX "G"

Sketch showing formation flying described in para. 50(a).

APPENDIX "H"

Sketch showing formation flying of 7 x MIG 17's, which took off from MERSEBURG on 8/10/58 (see para. 51(j)).

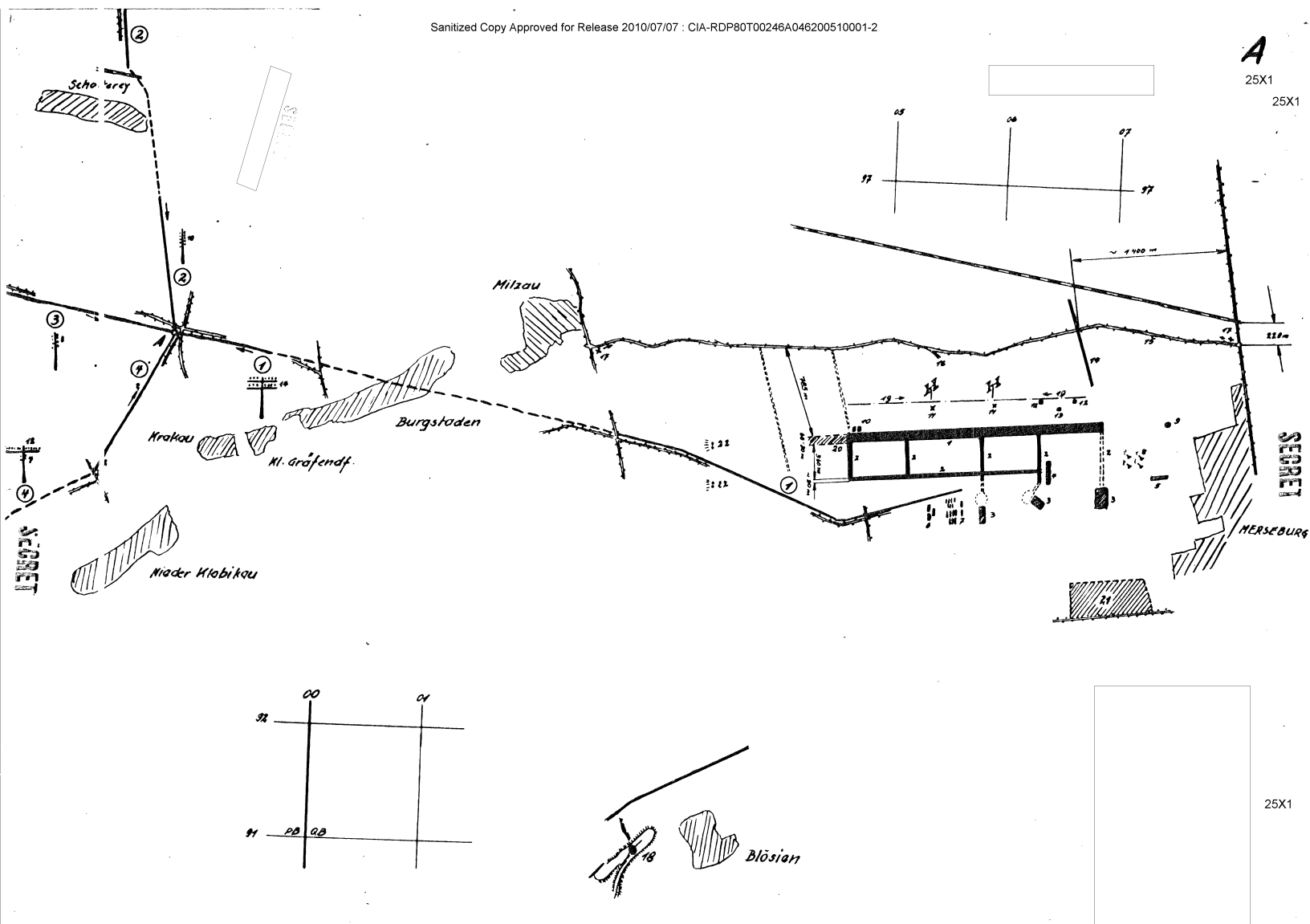
APPENDIX "R"

- (1) 3-axled petrol bowser with trailer, showing coupling and fuel tube connecting bowser to trailer, and connecting pipe from trailer to fuel tube (see para. 52(a)).
- (2) 3-axled petrol bowser with rear double doors of metal (see para. 52(c)).

APPENDIX "T"

Sketch of a yellow shield affixed to a telegraph pole, showing pole number and line number (see para. 27).

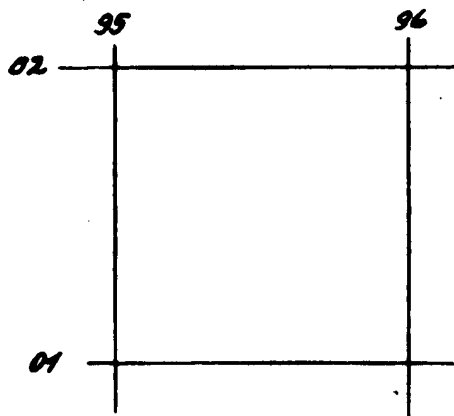
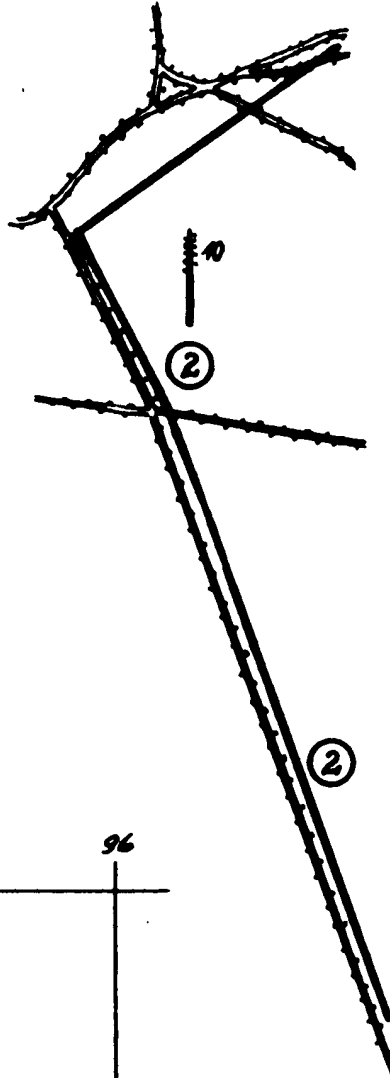
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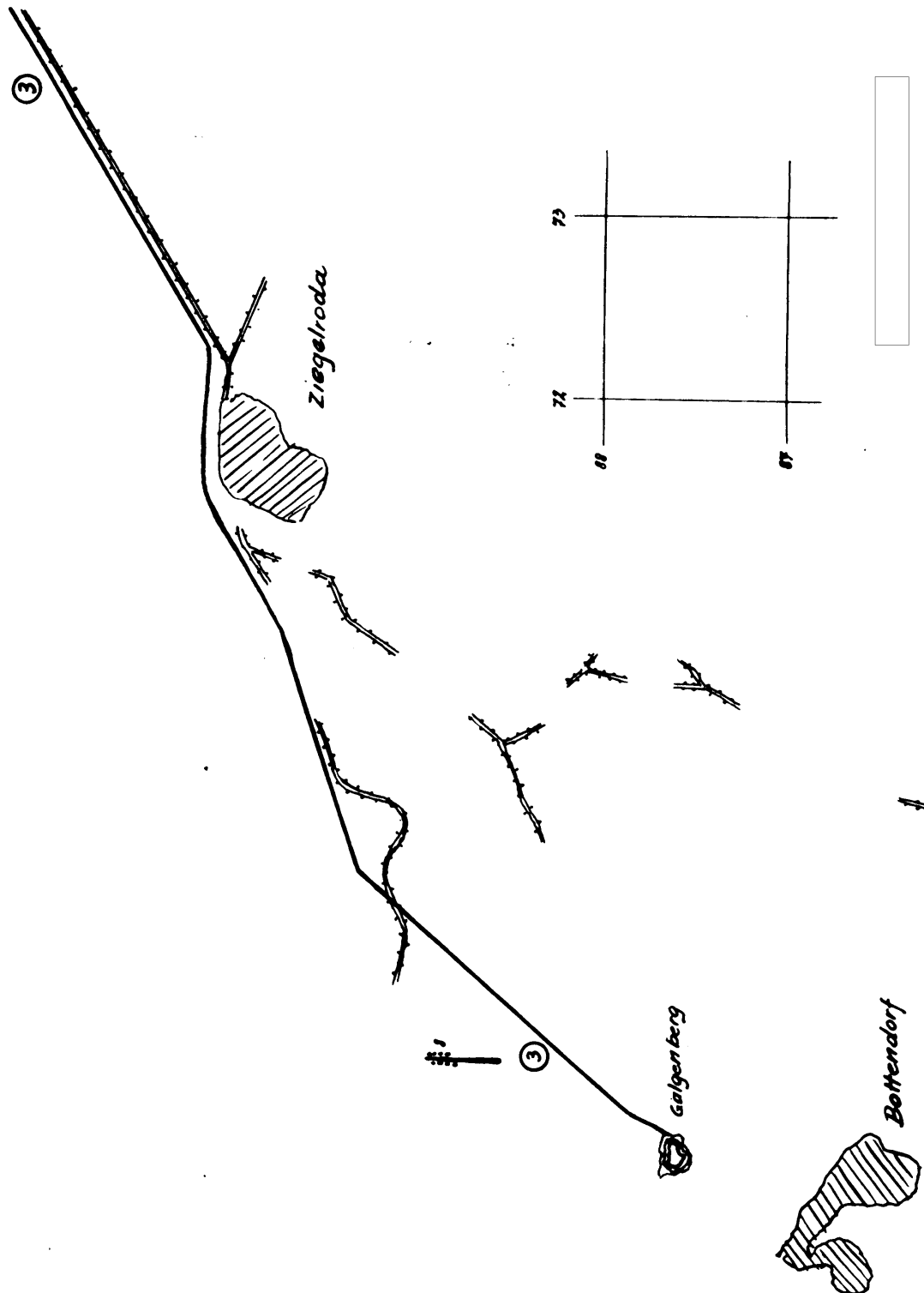
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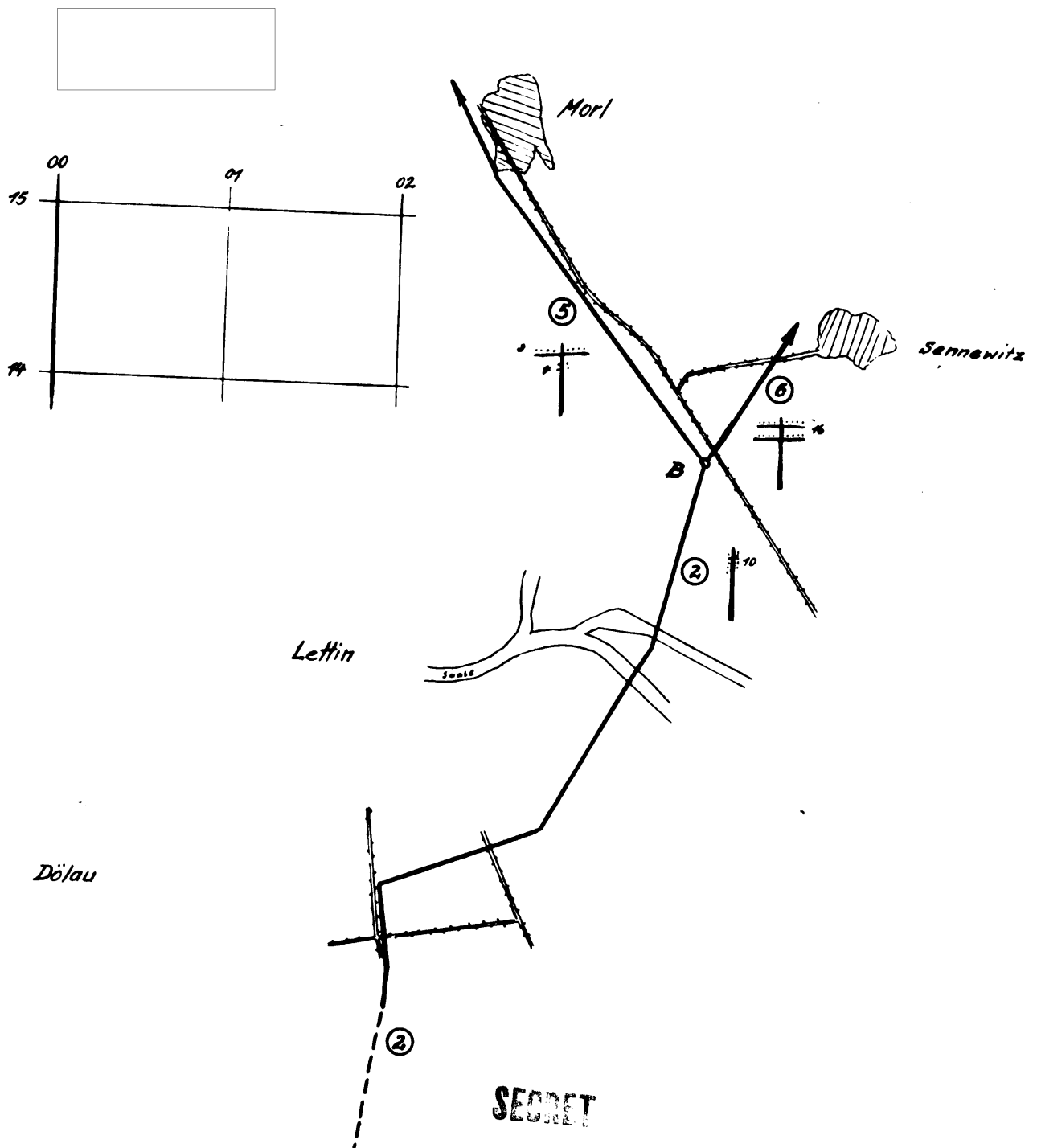


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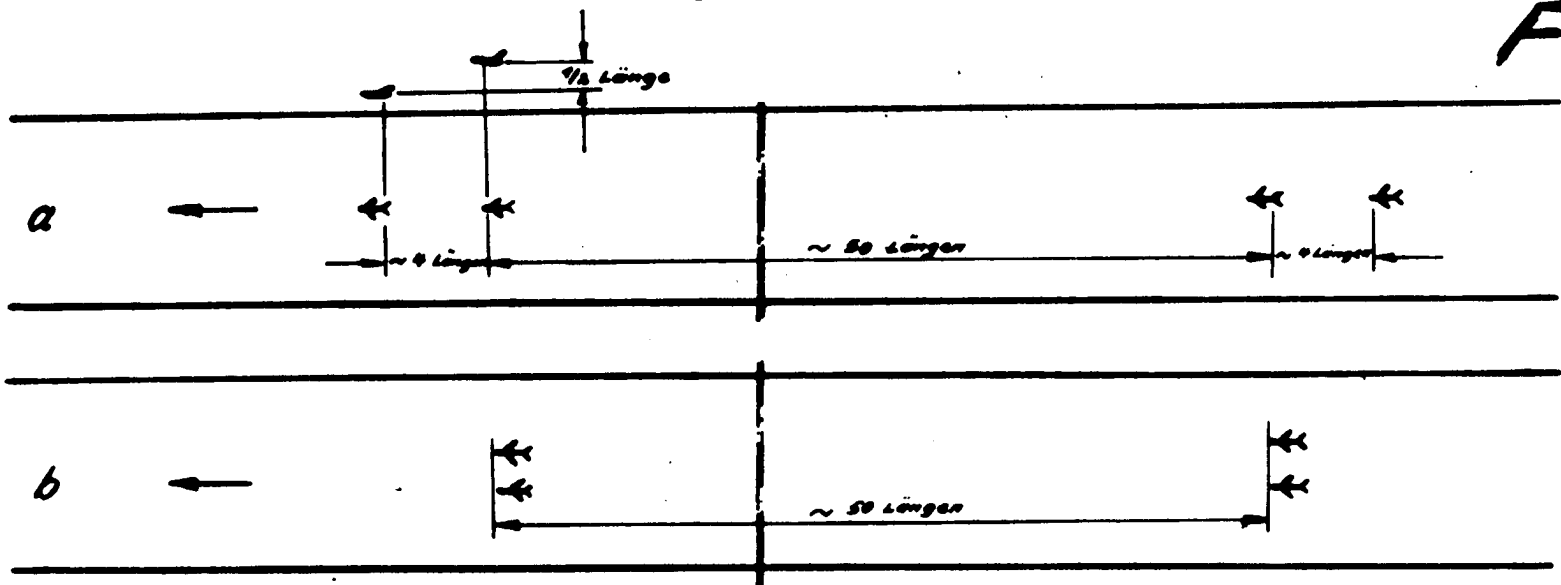
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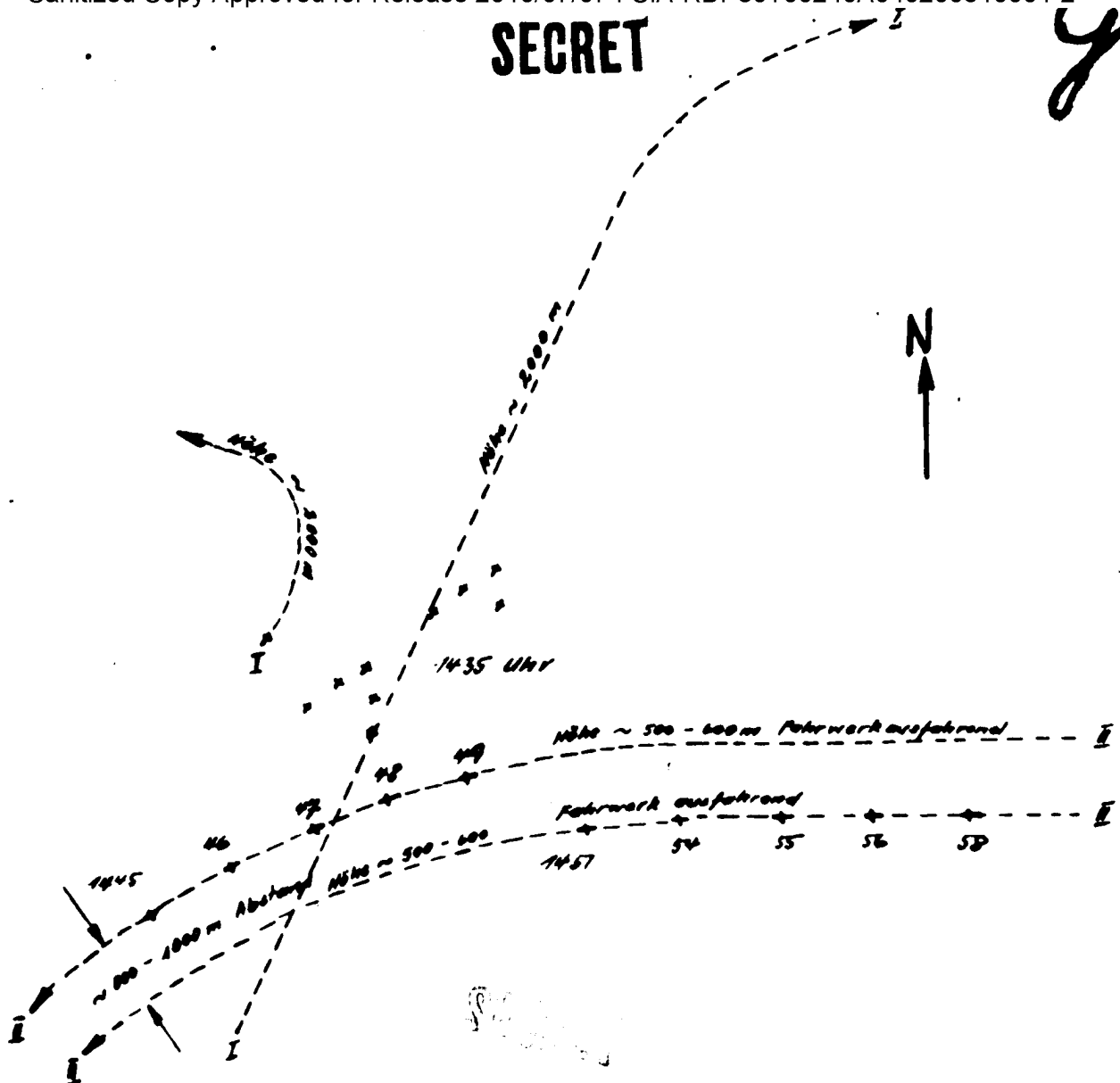
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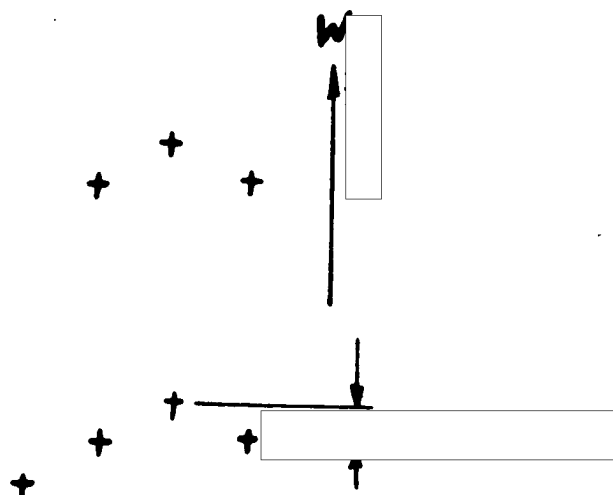


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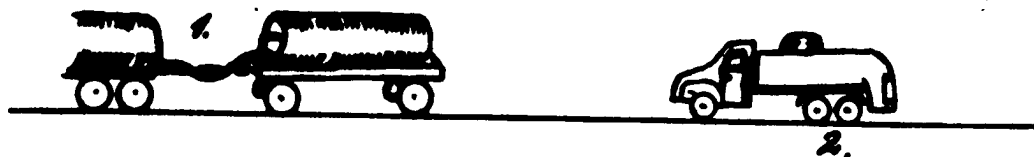
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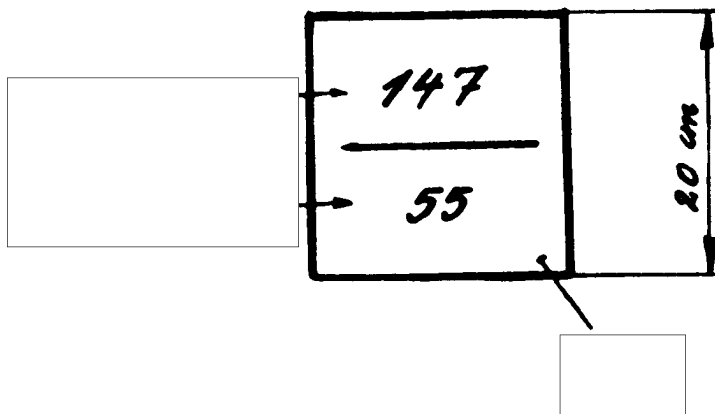
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